

Hangar Flyin'



May 2018

www.eaa471.org

President's Message Jeff Clement

Once again the energy of Chapter 471 came out in full force. Saturday's Young Eagle event at Dyess went well. We were part of the Dyess "Eyes Above the Horizon" program. I have to say that the Dyess volunteers were awesome. Charlotte Rhodes put together a fine event that shows what our Chapter can accomplish. Thanks so much to our volunteers; especially the pilots. It was a long hard day for them. After all the hard work and preparation, the end result was 102+ smiling faces. A special thanks to our Lubbock friends who participated in this event with us.

Congratulations to my friend Audie Gill on his first flight in the Acro-Sport II. I remember watching the first welds being done on the airframe many years ago. I salute you, and the plane is gorgeous!

I hope everyone has made their plans for Oshkosh. A good turn out from the Chapter will be great fun. Remember there will not be a monthly breakfast May 12th due to the Dyess Big Country Expo (*Airfest*) that weekend. Jeff

★ **Audie Gill Makes First Flight in His Acro-Sport II** ★

Most of you already know the news about Audie making his first flight, and he was kind enough to send me a great write-up about his experience. Before we get to his story, I need to add a little perspective to his accomplish. For those of you that aren't "into" the world of experimental / homebuilt airplanes, there is a hierarchy, so to speak, of the levels of build complexity. Audie's plane, for example, is "plans-built". My plane, an RV, is a "kit plane". It is made-up of components that are semi-completed for the most part. With a plans-built plane, the builder must purchase the required materials and make all the parts from the plans...from scratch! Without a doubt, a plans-built plane resides near the top of the list of build complexity.

I explained this analogy to my wife: Audie and I each built a house. I went to Lowes and bought what I needed to build mine. Audie, on the other hand, went into the forest and cut down trees to make what he needed to build his house.

*Regardless, it's no small feat to make the first flight in any airplane that you built. Period! Sam
cont'd.*

The Maiden Flight of N152AG

By Audie Gill

N152AG is the product of a 4300-hour, 18 year build over a 28-year time span. May 3rd started out with heavy thunderstorms moving thru at 6:30 am. But as in typical West Texas weather, there would be clear skies and no wind once the front had passed through. As the morning progressed it became clear that it would be a good day to fly.

I left for the airport about 9:00am and texted my support crew of Lon, Sam and Charlotte. My wife, Linda, would follow later to be there for the event. After arriving at the airport I started the pre-flight inspection and prepping the airplane for its maiden voyage. The support crew and a few others started showing up. I made a phone call to Abilene tower and told them that “this was experimental N152AG and was going to make its initial flight”. I explained that I wanted to first do a couple of high-speed taxi tests on the runway and then, if all seemed right, I would request take-off and climb to 3000 to 4000 and remain above airport.

With clear weather and no wind, I got in the plane and buckled-up in preparation to fly. The engine didn't start immediately, but I realized that if I turned the E-mags on it would start... and it did. I contacted ground and repeated my intentions as I had expressed over the phone. I then received clearance to taxi to 17R. A run-up was preformed and all systems were “go”. As my taxi speed came up, the tail rose off of the ground at about 40 mph. The plane was very stable and responded very quick to control inputs. The return back-taxi resulted in same the results. Being satisfied with the taxi test, I turned around, lined up on the numbers and told tower I was ready for take-off. I was cleared for take-off. I gently pushed the power in to full throttle. The take-off roll was smooth as the engine developed good power as the tail came up. With a little back-pressure on the stick, I rotated for lift off.

That's when all hell broke loose when my headset and glasses departed my head. My immediate reaction was to grab for the headset but that caused a bobble in my climb so I reminded myself... “forget the headset and FLY THE AIRPLANE!” Once I had climbed to 3000ft, and leveled-off, I retrieved the headset which had blown into the baggage compartment behind my head. As soon as I got the headset on, I could hear the tower trying to established communication with me. I responded that “hell...my headset had blown off and I had to fly the damn plane”! (making sure everything was stable before trying to retrieve them.) Later I would learn that my ground support crew was listening to the tower's transmissions with no response on my part of the 5-minute climb. Linda explained that I was deaf anyway and probably couldn't hear from all the noise. I don't know if the chuckles I heard were coming from my support crew or the tower.

The rest of test flight went pretty smooth and I preformed some slow flight and power off stalls in preparation for landing. Stalls broke very smooth and straight forward. As I circled above the airport, I enjoyed the rest of the flight; except for the constant struggle of trying to keep headset on and having no eye protection. I requested and received approval for a low approach with option to land and then started my decent. As I made one last check of everything I glanced down towards my waiting ground crew. As I looked down, I asked myself “where did all those pickups with people on tailgates watching come from?!” ... Well crap! ... I've gotta' make this a good landing or I'll never hear the end of it.

The landing approach was good and uneventful until I got into ground effect and it seemed like the plane just did not want to land. My flair was a little high but when it stalled, I planted a 3-point on the runway with no bounce. It was a good feeling to be back on the ground only because of the headset problem. I taxied back to my hangar, shut the engine down and just sat there trying to comprehend the emotions that were going on. I had just flown an airplane that I built and worked on for so many years. Wow!

In summation, the airplane performed with no bad characteristics, is extremely sensitive to control inputs, but is very stable. Pilot-induced problems were the only problems of the flight. The thing to remember is, no matter what is going on, always FLY THE AIRPLANE. Then figure out what corrective action to take. *Audie*

Way back when it all started...



N152AG gets airworthiness certificate May 1st



Every pilot has "flying shoes"!



The ground support crew watches on...



... and away he goes!



cont'd.

Success!



Audie receives accolades from the "minister of finance"

Dyess Hosts Young Eagles Event by Charlotte Rhodes

I would like to send out a very big “thank you” to everyone who helped make the Dyess Young Eagles happen. We could not have done it without you. Thanks to ABI TWR for the last-minute use of one of their frequencies. The following pilots participated in the event... From Abilene: **Gary Potter, Jim Carroll, Chad Rubino, Jeff Randall, Chris Ulibarri, Brian Trail and Clifford Hale.** From Lubbock: **Larry Griffin, John Schmitz, Trey Stoffregen and Judy Stocks.**

Saturday May 26th is the Sweetwater (SWW) Young Eagles. I am waiting to see if we might be able to operate off the west side of the airport since the taxiing is so rough by the WASP Museum. There is no guarantee, but I will let everyone know as soon as I hear something. ABI Young Eagles is Saturday June 9th at Hanger 3. We need pilots and for both events and I do understand the issue with the taxiing at SWW. Both pilot briefings will be at 8:30 with flying starting at 9:00. Registration will end at 1:00pm and we will fly the rest of the kids that are registered.

These are always such fun events for us with very good results so please consider coming out to help somewhere or to just sit, watch and support our Chapter. *Charlotte*

Below are some pilot pics I skimmed off of Facebook. Thanks, guys! *Sam*



Left, from Brian Trail:
"Don't get to hold short for a B-1
everyday...!" *Brian*

Below, a couple of happy faces with Jeff Randall: “Their faces say it all about our local EAA 471 Young Eagles program and why we volunteer for these events.” *Jeff*



Annual Women's Air Race Classic Coming to Sweetwater

Bob Elliott ~ Avenger Aviation Services

If you haven't heard, the 42nd [Annual Women's Air Race Classic](#) will begin this year at Sweetwater Avenger Field, racing to Fryeburg, Maine. Up to 56 planes have registered for this year's race, and we expect them to begin arriving June 13th through 15th. Deadline for arrivals is Saturday, June 16th. There will be numerous events Saturday, Sunday, and Monday, prior to the actual race beginning Tuesday June 19th, 8:00 A.M.



On Saturday, June 16th, from 12:00 to 3:00, there will be a youth event, with racer's meeting with local youth. We are hoping to have a range of planes available for the youth to view, inviting CAF Squadrons and EAA chapters to bring their planes over for participants to see "How Far We've Flown", as the Air Race Classic's motto shows. These planes will be positioned on the Southeast side of the field, next to the WASP Museum. The racer's planes will be positioned on the West side of the field, in the grass surrounding the Tarmac.

We need volunteers to assist in the pre-race inspections of the aircraft. We would like to have as many AP/IAs as possible to serve as group leaders. The teams can be filled out with others, such as EAA members, and others who are familiar with aircraft maintenance. The inspections may begin on Friday, June 15th, but definitely on Saturday June 16th. There will be no logbook sign-offs, just inspecting that there have been no alterations made since their "handicap trials", and that the planes appear to be "airworthy". If there is any maintenance, such as oil and filter changes, AP/IAs can charge their normal rates for their services. We will need your commitments and RSVPs as soon as possible. Avenger Aviation Services will be providing food and drinks for inspection teams.

For Sweetwater Avenger Field, this is a really exciting event. This is not just a local or regional event, but participation in the Air Race Classic is Nation-wide!!! We hope you will come join the fun and promote aviation, whether as a volunteer or participant. AvFuel Corporation is providing an Avgas refueler for this event. If any of you would like to help with line-service, or safety guides, we could use those volunteers as well.

One final request, please forward this information to as many of your contacts as possible. Let's get the Word Out!! This will be a great event, and your support is sincerely appreciated.

If you can help us out, please contact David Gibb or myself. David's info is in the forwarded message.

Thanks much!

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A Deed Returned

Mark Sturm and his wife were on their way to Florida from their home in Albuquerque when they landed their Velocity in Abilene. Upon landing, Mark noticed a shimmy in the nose gear. Upon inspection, he found that the upper structure of the gear was loose and would require some fiberglass reinforcement before continuing their trip. Mark was eventually put in contact with Charlotte Rhodes. Charlotte then contacted Jim Berry to see about Mark using Hangar 3 to make repairs. Once he was parked safely in the hangar, Jim offered whatever assistance and resources to get Mark and his wife back in the air on their way to Florida. And thankfully, Jim had the needed fiberglass, epoxy and tools that Mark needed.

When I talked to Jim about him helping, he said that he had been in a similar situation on the way back home from Oshkosh one year. When he landed in Lee's Summit, Missouri, he had a broken exhaust that the folks from the local EAA chapter helped him get repaired and back in the air. "I was just re-paying the deed," Jim said. Good going, Jim! *Sam*



Left: Mark Sturm with his Velocity in Hangar 3. An interesting side note... Mark and his plane were [featured in Kitplanes magazine](#) last July.

Dublin Municipal Airport First in Texas to get Swift Fuel

Dublin Municipal Airport (K9F0) is now selling unleaded UL94 aviation gas for piston aircraft in collaboration with Swift Fuels. Read more about this story [here](#).

You can read more about Swift unleaded aviation fuel [here](#).

Above story submitted by Dave Bradshaw

Rare Bird



[The Dyess Big Country Air and Space Expo will be this coming weekend, May 12 – 13.](#)
(click link for info)

We will not be having our May Chapter breakfast.

See ya' in June for KABI Young Eagles!

EAA Chapter 471 is now on Facebook!



*Click logo or
Search Experimental Aircraft Association 471*

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